

CHAPTER 12. CONDUCT AN INSTRUMENT RATING CERTIFICATION

SECTION 1. BACKGROUND

1. OBJECTIVE. The objective of this task is to determine if an applicant meets the requirements for an instrument rating under Title 14 of the Code of Federal Regulations (14 CFR) § 61.65. Completion of this task results in the issuance of FAA Form 8060-4, Temporary Airman Certificate; FAA Form 8060-5, Notice of Disapproval of Application; or a letter of discontinuance.

2. GENERAL. An applicant for an instrument rating must meet all applicable requirements of § 61.65(a).

A. Instrument Rating Practical Test. When taking the Instrument Rating practical test, the applicant must pass the required areas of operation listed in § 61.65(c). If a flight simulator or flight training device is used for any portion of the instrument approach task on the practical test, the instrument approach tasks are limited to one precision and one nonprecision approach. At least one instrument approach must be performed in the aircraft in flight. At least one precision and one nonprecision approach not selected for being performed during the actual flight portion of the practical test may be performed in an approved flight simulator or approved flight training device that meet the requirements of Appendix 1 of the Instrument Rating PTS.

B. Flight Simulators or Flight Training Devices. Instrument training conducted in a flight simulator or flight training device may only be logged when given by an authorized instructor. (See 14 CFR § 61.1(b)(2) and (10).) The applicant may use a flight simulator or flight training device for 20 hours of the required instrument training time if the training was not administered under 14 CFR part 142. The applicant may use a flight simulator or flight training device for 30 hours of instrument training if the training was administered under part 142. Such time should be logged by the applicant as instrument training time received. The training must be received

from an authorized instructor (See 14 CFR § 61.1(b)(2) and (10)). An applicant may use a personal computer-based aviation training device (PCATD) for a maximum of 10 hours of the required instrument training that is allowed to be performed in a flight simulator or flight training device. (See AC 61-126, Qualification and Approval of Personal Computer-Based Aviation Training Devices.)

C. Knowledge Test. The applicant must satisfactorily complete the instrument knowledge test for the category of aircraft to be used for the practical test (airplane, powered-lift, or helicopter). An applicant for the instrument rating knowledge test must have received “. . . a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required knowledge test . . .” (See § 61.65(a)(4).) Therefore, the knowledge test results report alone is not acceptable as meeting the requirements of § 61.65(a)(4) for the logbook or training record endorsement. An additional knowledge test is not required if the applicant already holds an unrestricted instrument rating on a U.S. pilot certificate.

D. Practical Test. The Instrument Rating Practical Test Standard (PTS) requires an applicant to be tested on 3 different kinds of instrument approaches consisting of one precision approach and two nonprecision approaches. The precision approach may be an Instrument Landing System (ILS) approach, a Global Navigation Satellite System (GNSS) Landing System (GLS) approach, or a Microwave Landing System (MLS) approach. A Precision Approach Radar (PAR) is not authorized for being a precision approach on the practical test. The GPS equipment must be instrument certified and contain the current database. The Approach with Vertical Guidance (APV) may be substituted only for nonprecision approaches in this standard. An APV approach shall not be used in lieu of the required precision approach.

(1) For the selection of the nonprecision approaches, the examiner may choose to test on any two of the following nonprecision instrument approaches using different kinds of navigation systems: nondirectional beacon (NDB), Localizer-Type Directional Aid (LDA), VHF Omnidirectional Radio Range (VOR), Global Positioning System (GPS), Simplified Directional Facility (SDF), and localizer (LOC).

(2) The required radio equipment that must be installed and operational on the aircraft must provide for communications with ATC, and for the performance of the required nonprecision approaches and precision approaches:

- **Non precision approaches:** VOR, NDB, GPS, LOC, LDA, SDF, or RNAV
- **Precision approaches:** ILS, GLS, or MLS

3. ELIGIBILITY REQUIREMENTS. The applicant for an instrument rating must meet all the applicable requirements of § 61.65 and hold at least a private pilot certificate and a current third-class medical certificate.

A. Graduate of an Approved School. Under the provisions of § 61.71(a), an applicant who presents an appropriate graduation certificate within 60 days after graduating from an approved pilot school certificated under 14 CFR part 141 is considered to have met the prerequisite applicable aeronautical experience requirements of § 61.65. The applicant must hold at least a private or commercial pilot certificate.

B. Not a Graduate of an Approved School. If the applicant is not a graduate of an approved pilot school, or has not applied for an instrument rating within the times specified for approved school graduates, the applicant must meet all the applicable prerequisite eligibility requirements of § 61.65.

C. Logbook Endorsements.

(1) The applicant's logbook or training record must contain an endorsement from an authorized instructor who certifies that the applicant has received and logged 3 hours of instrument

training within the 60 days preceding the date of the application in preparation for the practical test.

(2) The applicant's logbook or training record must contain an endorsement from an authorized instructor who states that the applicant has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.

(3) The applicant must have logged training and received a logbook endorsement from an authorized instructor on the training required by § 61.65(c) that is appropriate for the instrument rating sought.

(4) The applicant's logbook or training record must contain an endorsement from an authorized instructor who certifies that the applicant is prepared to pass the practical test. In addition, the applicant must have a signed FAA Form 8710-1, Airman Certificate and/or Rating Application, with the authorized instructor's signature.

4. TYPES OF INSTRUMENT RATINGS ISSUED. Three types of instrument ratings are issued.

A. Airplane. An applicant who qualifies for an instrument rating in an airplane is issued an INSTRUMENT—AIRPLANE rating.

B. Helicopter. An applicant who qualifies for an instrument rating in a helicopter is issued an INSTRUMENT—HELICOPTER rating.

C. Powered-lift. An applicant who qualifies for an instrument rating in a powered-lift is issued an INSTRUMENT—POWERED-LIFT rating.

D. Additional Category. The holder of an instrument rating who applies for an instrument rating in another category of aircraft is not required to take another knowledge test, but is required to take the practical test for the category of aircraft to be added.

5. FLIGHT CONTROLS. An aircraft provided for an instrument rating practical test must have engine power controls and flight controls that are easily reached and operable in a conventional manner by

both pilots. A throw over yoke is not acceptable for the practical test.

6. USE OF NONAPPROVED INSTRUMENT APPROACH PROCEDURES. The use of any instrument approach procedure not approved under 14 CFR part 97 for a certification practical test is not authorized. Nonapproved approach procedures do not meet the instrument instruction requirements of § 61.65(d) and may not be used to satisfy the requirements of any portion of an instrument rating practical test. Examples of nonapproved approach procedures would be substituting a published approach procedure for one VOR at a different VOR location or using a published NDB approach procedure at a commercial radio station.

7. LIMITATIONS. If an applicant holds both single-engine and multiengine class ratings on a pilot certificate and takes the instrument rating practical test in a single-engine airplane, the certificate issued must bear the limitation “Multiengine Limited To VFR Only.” If the applicant takes the test in a multiengine airplane, the instrument privileges will be automatically conferred for the airplane single-engine rating.

A. Limited to Center Thrust. An applicant may accomplish an Instrument-Airplane rating practical test in a multiengine airplane that is limited to center thrust. There is no need to place the “Limited to Center Thrust” limitation on the applicant’s pilot certificate provided the Airplane Multiengine Land rating is not limited to center thrust. If the applicant’s Airplane Multiengine Land rating is limited to center thrust then the limitation will already be on the pilot certificate.

B. Airline Transport Pilot (ATP) Certificate. An instrument rating may be added to an ATP certificate if it is associated with a category/class rating held at the commercial or private pilot level (e.g., AIRLINE TRANSPORT PILOT, AIRPLANE SINGLE- AND MULTIENGINE LAND, COMMERCIAL PRIVILEGES ROTORCRAFT—HELICOPTER, and INSTRUMENT—HELICOPTER).

[THIS PAGE INTENTIONALLY LEFT BLANK]

SECTION 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. This task requires knowledge of 14 CFR part 61, subpart B, familiarity with the Instrument Rating Practical Test Standards, and designation as a commercial and instrument ratings examiner (CIRE) in the applicable category and class of aircraft.

B. Coordination. This task requires coordination with the supervising Flight Standards District Office (FSDO).

2. REFERENCES, FORMS, AND JOB AIDS.

A. References.

- Title 14 CFR parts 61, 91, and 141
- FAA-S-8081-4, Instrument Rating Practical Test Standards
- FAA-H-8083-15, Instrument Flying Handbook

B. Forms.

- FAA Form 8060-4, Temporary Airman Certificate
- FAA Form 8060-5, Notice of Disapproval of Application
- FAA Form 8710-1, Airman Certificate and/or Rating Application

C. Job Aids.

- None

3. PROCEDURES.

A. Schedule Appointment. Advise the applicant to bring the following documents and records to the appointment:

(1) FAA Form 8710-1, which must be completed in ink or typewritten and signed by the

applicant. The applicant must ensure he or she completes Section III, Record of Pilot Time. A special emphasis item, the examiner must review the applicant's aeronautical experience on FAA Form 8710-1 and in the applicant's logbook/training record to ensure compliance with the appropriate aeronautical experience requirements for the certificate and/or rating sought;

(2) The appropriate pilot certificate and aircraft rating per § 61.65(a)(1);

(3) A current third-class Medical Certificate (FAA Form 8500-9) and Statement of Demonstrated Ability (SODA), if applicable;

(4) An instrument knowledge test report for the applicable category of aircraft (initial instrument rating only);

(5) An FAA-approved pilot school graduation certificate, if applicable;

(6) A pilot logbook or other acceptable and reliable record(s) as evidence of having met the required aeronautical experience for the instrument rating sought and to substantiate the aeronautical experience shown on FAA Form 8710-1;

(7) The aircraft maintenance records;

(8) The aircraft airworthiness certificate;

(9) The aircraft registration;

(10) A view limiting device (approved by the designated pilot examiner); and

(11) An acceptable form of photo identification.

B. Applicant Arrives for Appointment. Collect and review the documents and records listed in paragraph 3A(1) through (11).

C. Review Application. Verify that the information on FAA Form 8710-1 is accurate, legible, and complete.

(1) In Section I on the form, ensure that the applicant has checked "Instrument."

(2) Ensure that the remainder of the form is completed IAW the instructions attached to the form and the information in chapter 5, section 1, paragraph 22.

(3) Ensure that the flight instructor has signed an endorsement no more than 60 days before the practical test.

D. Verify Applicant's Identity. Inspect acceptable forms of identification to establish the applicant's identity IAW the procedures described in chapter 5, section 1, paragraph 20.

(1) Compare the identification with the personal information provided on FAA Form 8710-1.

(2) When the applicant's identity is verified, continue with the practical test.

(3) If the applicant's identity cannot be verified because of lack of identification or inadequate identification, explain what types of identification are acceptable. Advise the applicant to return with appropriate identification.

(4) If the applicant's identity appears to be different from the information supplied on FAA Form 8710-1, or it appears that an attempt at falsification has been made, discontinue the task and immediately report the matter to the FSDO.

E. Establish Eligibility. Determine if the applicant meets the specific eligibility, aeronautical knowledge, aeronautical experience, and instrument training requirements for an instrument rating per § 61.65.

(1) Verify that the applicant holds at least a valid private pilot certificate with an aircraft rating appropriate to the instrument rating sought.

(2) Ensure that the applicant holds at least a current third-class medical certificate.

(3) Verify that the applicant is able to read, speak, write, and understand the English language.

(4) Check the record of aeronautical experience in Section III on FAA Form 8710-1 application to determine that the applicant has the minimum aeronautical experience required for the instrument rating sought. (See § 61.65(d).)

(5) Verify that the applicant has used no more than 20 hours of instrument training in a flight simulator or flight training device (§ 61.65(e)(2)) to meet the aeronautical experience requirements and that the time has been certified by an authorized instructor. If the applicant has been trained under part 142, the applicant may use a maximum of 30 hours in a flight simulator or flight training device (§ 61.65(e)(1)). Of the 20 or 30 hours, as appropriate, only 10 hours is authorized in a PCATD.

(6) If the applicant is applying for a test on the basis of graduation from an approved pilot school, inspect the applicant's graduation certificate to ensure that it is dated within the previous 60 days.

(7) Examine the applicant's logbook and/or other reliable record(s) to verify that all aeronautical knowledge, aeronautical experience, and required instructor endorsements (see section 1, paragraph 3C of this chapter) are recorded.

(8) Examine the applicant's instrument knowledge test report or instrument test report from an approved school with knowledge test authority, as applicable. Verify that the applicant has passed the instrument knowledge test appropriate to the category of aircraft for which the instrument rating is sought. If the applicant already holds an instrument rating, a knowledge test is not required.

(9) If the applicant has checked the "Yes" box of Section IV on FAA Form 8710-1, verify that the applicant meets the requirements of § 61.49.

F. Aircraft Requirements. Have the applicant review the aircraft maintenance records, logbooks, airworthiness certificate, and aircraft registration to determine if the aircraft is airworthy.

G. Discrepancies. If a discrepancy that cannot be immediately corrected exists in any of the documents, return FAA Form 8710-1 and all submitted documents to the applicant.

(1) Inform the applicant of the reasons for ineligibility and explain how the applicant may correct the discrepancies.

(2) Reschedule the appointment, if requested to do so.

H. Conduct the Practical Test. After determining that the applicant is eligible and meets all prerequisites for the instrument rating sought, accept the FAA Form 8710-1 and conduct the practical test IAW the guidance in the Instrument Rating Practical Test Standards and Chapter 5.

(1) Practical Test Not Completed for Reasons Other Than Unsatisfactory Performance.

(a) Issue a letter of discontinuance to the applicant (see chapter 5, section 2, paragraph 3C, and Figure 5-2).

(b) Return the FAA Form 8710-1 and all submitted documents to the applicant with the original letter of discontinuance.

(c) Explain how the applicant may complete the test at a later date and reschedule the test, if requested to do so. Environmental, mechanical, or personal situations can occur which may cause the practical test to have to be discontinued. In such cases, the examiner should assure the applicant that he/she has not failed the practical test and reschedule the test as soon as possible. Some of the reasons for discontinuance of a practical test are weather, mechanical problems, or incapacitation of applicant or examiner after the test has begun. Within 60 days of the original date of application, the applicant may use the letter to show an examiner which portion of the practical test was successfully completed. The letter must be included in the applicant's certification file. When more than 60 days have elapsed since the original date of application, the examiner must test the applicant on all areas of operation required for that certificate or rating.

(2) Unsatisfactory Performance. If the applicant does not meet the applicable standards for the instrument rating sought, inform the applicant of the reasons for the unsatisfactory performance.

(a) Prepare FAA Form 8060-5 IAW the guidance in chapter 5, section 1, paragraph 27.

(b) Sign, date, and check the appropriate boxes on the form. Give the applicant a copy of the notice of disapproval and retain the original for the certification file.

(c) Retain the FAA Form 8710-1 and return all other submitted documents to the applicant.

(d) Sign an entry in the applicant's records after the practical test. That entry must show the type of test, the duration of the flight portion, the unsatisfactory outcome of the test, and the examiner's designation number.

(3) Satisfactory Performance. When the applicant has satisfactorily met all requirements for the instrument rating sought, prepare FAA Form 8060-4 in accordance with the guidance in Chapter 5, section 1, paragraph 25.

(a) Indicate the appropriate instrument rating, e.g., "INSTRUMENT—AIRPLANE," "INSTRUMENT—HELICOPTER," or "INSTRUMENT—POWERED-LIFT."

(b) Enter any appropriate limitation(s) if the applicant holds an airplane multiengine class rating (land or sea) and completes the practical test in a single-engine airplane or in a multiengine airplane limited to center thrust.

(c) Sign the applicant's Temporary Airman Certificate (FAA Form 8060-4) and direct the applicant to sign line vii of the form.

(d) Retain the original for the certification file and give the applicant the copy of the temporary airman certificate.

(e) Sign an entry in the applicant's records after the practical test. That entry must show the type of test, the duration of the flight portion, the successful outcome of the test, and the examiner's designation number.

I. Complete the Certification File. Complete the certification file IAW the guidance in chapter 5, section 1, paragraph 23.

(1) Mail the completed certification file to the supervising FSDO no later than 5 days after the completion of the test.

(2) The Airman Certification and/or Rating Application (i.e., ACRA and/or IACRA) files may be sent directly to the FAA's Airman Certification Branch, AFS-760.

4. TASK OUTCOMES. Completion of this task results in the issuance of a Temporary Airman

Certificate, a Notice of Disapproval of Application, or a letter of discontinuance.

5. FUTURE ACTIVITIES.

A. The applicant may return for an added category, class, or type rating.

B. The applicant may return for another grade of certificate.